



Minnesota Transportation Museum

**MINNEGAZETTE**

November/December 1982

## About the Cover

No . . . no . . . the other way!!! It appeared that MTM's restoration effort on N.P. steam engine No. 328 was all for naught as wreckers dropped the old N.P. Ry. smokestack at Burlington Northern's Como Shops complex on July 1 to make way for the new Bandana Square Energy Park. But in this telephoto shot, the stack crumpled hundreds of feet behind 328 which had just been brought out of the shops after restoration and was being prepared for its first 1982 operations in New Brighton. Photo by the Minneapolis Star and Tribune.



## Annual Meeting and Election January 18

Notice is hereby given, in accordance with the Bylaws of the Minnesota Transportation Museum, that the annual meeting of the MTM is at 7:30 p.m. on Tuesday, January 18, 1983 at the Burlington Northern auditorium at 176 E. 5th St. in downtown St. Paul for the purposes of hearing reports on the operation of the Museum, electing officers for 1983, and transacting such other business as may properly come before the meeting. All members are urged to attend this annual meeting. See you there!



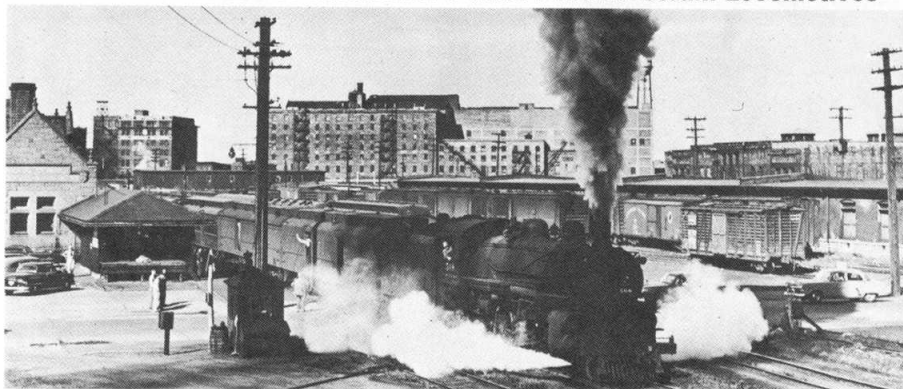
## MTM Quietly Notes 20th Anniversary

Lost in the excitement of seven weekends of railroad operations and the debut of restored Duluth streetcar 265 this summer was the fact that the museum marked its 20th anniversary as a service to the community.

It was in 1962 that a group of Minnesota Railfans Association club members formed the Minnesota Transportation Museum Committee (MTMC) dedicated to finding a new home for, and planning the museum operation of, TCRT streetcar 1300 which was being evicted from its storage space at the Minneapolis-Moline plant in Hopkins. Later the committee was incorporated as MTM, Inc. and the success story began. An in-depth story of MTM's beginning will appear in a future issue.

## THE FIRST TO THE LAST

A Photo Collection of Minnesota's Most Famous Steam Locomotives



## THE 1983 MINNESOTA HISTORICAL RAIL CALENDAR

Blue River Publications of Rochester, Mn., has issued its 1983 Minnesota Historical Rail Calendar and member Scott Heiderich is selling the impressive 26-photo compilation for \$7.50. The calendar, which boasts a photo collection of Minnesota's most famous steam locomotives, opens with December, 1982, and features --you guessed it-- No. 328, in current livery and with snowplow in 1933. Other photos include the William Crooks, C&NW Pacifics, Hiawatha Hudsons and Atlantics, Misabe Yellowstones, NP A-4 and A-5, Coppers Coke's diminutive 0-6-0, Duluth & Northeastern, strawberry at Two Harbors, Great Northern mountains on the Oriental Limited, venerable Soo pacifics, C&GW consolidations, and the engine that played second fiddle to the William Crooks by only a few months, The Owatonna. Heiderich is at 1966 Portland Ave., St. Paul 55104.

## Margaret Bensen

Mrs. Margaret Bensen, Minneapolis, wife of MTM membership secretary, **Raymond R. Bensen Sr.**, and mother of member **Casey Bensen**, passed away December 1. Margaret and Ray often travelled around the country by train. She helped out in museum activities such as train ticket sales, MTM picnic and providing refreshments for the **Minnegazette** envelope stuffers. She will be missed by the museum. Ray and Casey wish to thank the museum for the floral arrangements.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

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10409 Nicollet Circle  
Bloomington, MN 55420

## 1983 MTM Board Slate Announced

The 1982 Nominating Committee recommends the following slate of candidates for museum office in 1983. The slate will be offered to the membership at the Annual Meeting on January 18, 1983. Members may nominate any other candidates for museum office at that meeting, and museum officers will be elected by secret ballot. The Committee believes that its slate represents the best qualified people available to serve.

President  
Executive Vice President  
Secretary  
Treasurer  
Vice President, Traction  
Vice President, Railroad  
Vice President, Public Relations  
Vice President, Restoration

Frank Sandberg\*  
Frank Bifulk  
Pat Campion  
Grant Arneson\*  
Mike Buck\*  
Robert McNattin\*  
Dennis Johnson\*  
Tom Dimond

\*Incumbent

Respectfully submitted,  
1982 Nominating Committee

Bob Ball  
Bill Graham  
Judy Sandberg



Frank Bifulk, left, and Scott Heiderich walked past MTM's Dan Patch diesel-electric locomotive No. 100 at the Minnesota Transfer Railway before heading out for Northfield. No. 100 went along as a backup for 328 if needed. Photo by Bob Renz.

## 1983 Railroad Operations

The 1982 operating season was a splendid success, and many thanks yours, compliments and kudos are appropriately included in this issue.

As might be expected, there is considerable curiosity and inquiry about the extent and dates of the 1983 operating season for railroad. The board of directors will be addressing this hot topic at its winter meetings. Opportunities must be weighed against limitations. Most if not all of the appearances of 328 in 1982 could be repeated, though not necessarily on the same dates, in 1983. In addition, other communities have made offers to have the train make an appearance at established and proposed community events.

Of concern, however, is the loss of our shop facilities and the resulting difficulties in getting equipment ready for an operating season that is either expanded or scheduled to start earlier in the year. 1982 saw an encouraging increase in the number of members who participated in operating activities. This increase in volunteer participation will be essential in 1983.

For both the members of the MTM and our supporting public we will make every effort to establish the 1983 operating schedules very early in the year.

Meanwhile, the activities of MTM continue to generate more and more public interest, enthusiasm and compliments. All of the members who contributed to the success of 1982 should feel rightfully proud that their efforts have resulted in so much popular interest in the work of MTM.

Dennis Johnson VPPR

## John Gasser

Mr. John Gasser, Minneapolis, passed away in November. John could always be counted on to help staff museum activities when called upon. Most recently, John staffed the ticket booth at our Northfield operations and also was a coach attendant. He will be missed by the museum. The museum sincerely extends its condolences to the Gasser family.



## 1982 Restoration—Pain and Pleasure

My fellow members, finally after repeated requests by **Fred Rhodes**, the monthly badgering of **Scott Heiderich** and the guilt at my dereliction of duty in this area, I write this article on the 1982 restoration program.

My first thought was to write a detailed blow-by-blow accounting of the rebuilding of engine N. P. 328, the N. P. caboose, the passenger cars, etc. However, the real story of the 1982 restoration program does not lie with technical facts and figures; they are there to be sure but instead, a more accurate portrayal of its successes and achievements can only be effectively told in terms of the human statistic.

Statistics, mere facts and figures, but not quite so when injected with the human element driven on by perseverance and dedication to tell a story of purpose, of commitment to an idea, of the gratification of the human spirit, of the pride in having succeeded against a never-ending battering of setbacks, failures and disappointments.

There are no two words that best explain the success of the restoration program than perseverance and dedication. Perseverance and dedication are both abstract terms, but when teamed with our technical ability and personal motivation transformed that abstract into the reality of hot steel and mechanical grace.

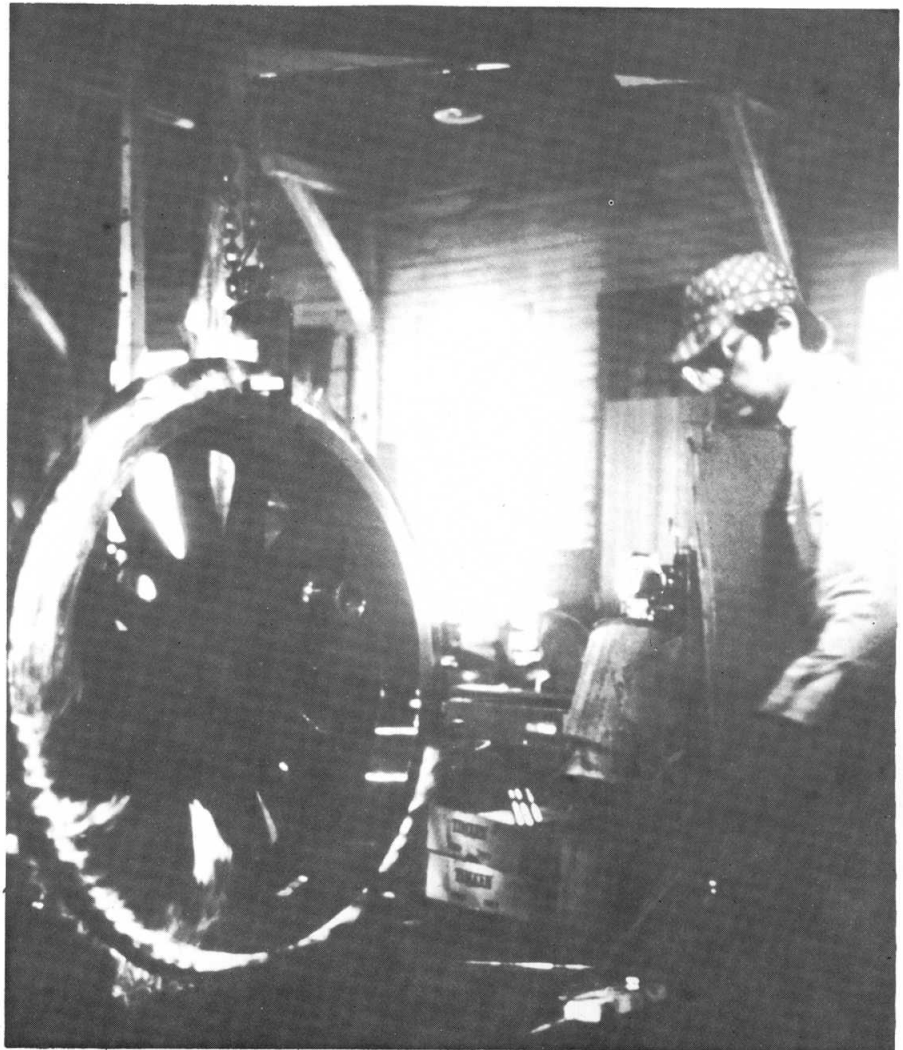
It was perseverance that forced us to continue working on each project with the threat of immediate eviction hanging over our heads. It was perseverance that allowed us to press on even though there was serious doubt that we could make our deadline on 328 after it was discovered that we had twice the work than was expected. It was that same perseverance that enabled us to once more remove 328s engine truck three days before she was to run at New Brighton because of a major design error many years ago when the Northern Pacific last shopped her. And it was that same perseverance which after months of disappointments and frustration made us dig out the butterfly frogs to rerail 328 after it went "on the ground" while moving down to the Burlington Northern main line to ferry move to New Brighton for the 4th of July weekend.

Perserverance was only surpassed by dedication of which can truly be said was of the profoundest kind. It was the dedication of giving up vacations, taking days off from work, spending holidays not with families but with paint and tools and parts of every kind and shape. The dedication of tolerating severe skin irritation to clean hundreds of parts in solvent, of sweltering in a sand blasting hood to clean parts for new paint, of straining your back under the weight of 140 pounds of 2350 degrees F molten brass to pour a hub liner. The dedication of coming out and scraping paint and taping trim in 20 below weather and of getting to the shop early in the

morning, skipping lunch and dinner and leaving late at night to get as much done as possible.

As VP/Restoration, I can say unequivocally that this was a year like no other experienced. It was impossible at best and for its success I have many people to thank and without whose contribution we would have had no operating season at all.

To **Bob Renz** who ran himself ragged doing the job of three men all the while nursing an ulcer and who many times grumbled in disagreement at my decisions but went along with them anyway—I thank you and appreciate you being there to help me.



**Bob Renz** watched a ring of fire heat up 328s "tire," causing it to expand so that it could slip onto 328s driver. The extremely hot, gas-fed, blue-flamed fire expanded the "tire" to a diameter of only 1/16th of an inch greater than 328s wheel—enough to slip it on. As the tire cooled, it contracted and then fit snugly on the driver. Photo by **Dennis Johnson**.



To **Dave Rushenberg** who never missed being at the shop on his days off and who poured and repoured eccentric strap babbitt all the while waiting to lynch a certain VP/Restoration for melting the old babbitt out, but instead mumbled under his breath and kept on pouring—I thank you.

To **Orville Richter** to whom no job given him was impossible and who would sit at home running dies over hundreds of screws to clean up the threads and make it easier to reassemble the trim work and seats on Rock Island coach 2608—I thank you.

To **Dick Kasseth** who accepted every job thrown on him and who personally was involved in the cleaning of every part of 328 that was removed—I thank you.

To **Don Schlaiss** whose machining skills performed miracles at the shop and who contributed countless lunch hours at work to machine many critical parts for 328—I thank you.

To **John Larson** who took charge of the car program, who knew what was to be done on the equipment, gathered people together and then did it and who, following this, tackled the monstrous project of moving the shop all the while also nursing an ulcer—I thank you. You were there when I needed you and took a great load off my shoulders.

Thanks also to **Jim Ellman** and **Tom Dimond** for a superb N. P. caboose, to **Bernie Braun** and his son, **Jeff Braun**, who could be depended on to give long attention to the grandmother of our car fleet, the 'Q' caboose.

Thanks to people like **Mitch Cline**, **Lloyd Schmotter**, **Tony Becker**, **Ron Beck**, **Bill Graham**, **Casey Bensen**, **Ken Snyder**, **Greg Koon**, **Stu Powers**, **Jim Muecke**, **Gary Neunsinger**, **Hudson Leighton** and to the many others who came to the shops and accepted all manner of assignments.

Thanks also to **Frank Sandberg** for having the confidence in me and let me have the reign in the development and implementations of my programs.

And finally I must give an extra special thanks to one **Phil Hanson**. Thank you Phil for stoically accepting every absolutely rotten, thankless, mundane job that was tossed your way. Thank you for being there when I and the museum have needed you to

wash, clean, scrub, shovel, fetch, guard, babysit or accept any other manner of unglamorous task of which you have received far more than your fair share. You acts of selfless dedication of giving but demanding nothing from the museum but a chance to contribute to it is the realization of its goals should be an inspiration to every member.

It is this kind of perserverance, dedication and effort that makes reality out of dreams. I only hope that more people can become as involved in future years so they can experience the immense satisfaction that is there to be plucked. I am honored to have been a part of this year and to those who have contributed to its success and thank you again.

I thank you for myself, I thank you for the old-timers who with misty eyes relived for a brief moment, a better time, and for those wide-eyed beaming children who thrilled at a new

adventure. I salute you and am grateful to have shared this with you.

And finally before closing I must say thanks to those who have contributed the most to the restoration program and benefitted the least. To the **WIVES** who spent night after lonely night at home while their husbands took up with a mistress made of cold steel. To the wives who could not understand why their husbands would forsake their hot home-cooked meals for cold hamburgers and soda pop down at the shop, and who perplexed at his preference to installing coach seats in bone-chilling weather over sitting with her in front of a warm fire—I most heartily thank you for your tolerance and patience. You have contributed the most because you have done so without fully understanding what passions drive us to preserve our history.

**Frank P. Bifulk**  
Vice President, Restoration



The 328 steam train carried another load of passengers across the bridge at Lilydale on October 3. Photo by Bill Graham.

# The MTM Train Thanks You for a Big 1982!

Thanks go out to the Engineers, Firemen, Conductors, Brakemen, Mechanical Workers, Coach Attendants, Platform Attendants, Crossing Attendants, Ticket Sales personnel, Extra Board personnel, Kitchen Help, Souvenir Sales Attendants, Runners, Parlor Car Attendants, Display Attendants, Servers, Brochure Sales personnel and Freight Depot Attendants for their volunteer help on our railroad operations in 1982. They are as follows.

## Engineers

<b>Jim Bertrand</b>	<b>Randy Dean</b>
<b>Frank Bifulk</b>	<b>John Winter</b>

## Firemen

**Orville Richter**  
**Dave Rushenberg**

## Student Firemen

<b>Ron Beck</b>	<b>Jim Ellman</b>
<b>Frank Bifulk</b>	<b>Orville Richter</b>

## Brakemen

<b>Casey Bensen</b>	<b>John Larson</b>
<b>Scott Heiderich</b>	<b>Ken Snyder</b>

## Student Brakemen

<b>Steve Glishinski</b>	<b>John Larson</b>
<b>Scott Heiderich</b>	<b>Don Schlais</b>
<b>Richard Kasseth</b>	<b>Ken Snyder</b>

## Conductors

<b>Casey Bensen</b>	<b>Ken Snyder</b>
<b>Scott Heiderich</b>	<b>John Winter</b>
<b>John Larson</b>	

## Student Conductors

**Scott Heiderich**  
**John Larson**  
**Ken Snyder**

## Mechanical

<b>Ron Beck</b>	<b>Richard Kasseth</b>
<b>Tony Becker</b>	<b>Hudson Leighton</b>
<b>Bob Clark</b>	<b>Stu Powers</b>
<b>Bill Cordes</b>	<b>Bob Renz</b>
<b>Tom Dimond</b>	<b>Orville Richter</b>
<b>Jim Ellman</b>	<b>Steve Sandberg</b>
<b>Phil Hanson</b>	<b>Don Schlais</b>
<b>Greg Koon</b>	<b>Terrance Spangler</b>

## Nonmembers, boy scouts, police

<b>Sean Amiot</b>	<b>Dave Mathison</b>
<b>Marc DeBray</b>	<b>Joe Sauer</b>
<b>Tim Hauptert</b>	<b>Debbie Sisson</b>
<b>Ed Hustad</b>	<b>Jim Stromberg</b>

## Ticket Sales

<b>Ray Ander</b>	<b>Jay Halverson</b>
<b>Lester Anderson</b>	<b>Loren Hartwell</b>
<b>Virginia Anderson</b>	<b>Roy Harvey</b>
<b>Grant Arneson</b>	<b>Janet Haviland</b>
<b>David Barnett</b>	<b>Aaron Isaacs</b>
<b>Margaret Benson</b>	<b>Gust Jessen</b>
<b>Ray Bensen Sr.</b>	<b>Jean Kaphing</b>
<b>Bernard Braun</b>	<b>Dave Kettering</b>
<b>Mike Buck</b>	<b>Dick Levering</b>
<b>Harold Carlson</b>	<b>Robert MacNie</b>
<b>Ronald Cody</b>	<b>Loren Martin</b>
<b>Eugene Corbey</b>	<b>Robert McNattin</b>

<b>Harold Dalland</b>	<b>Ray Norton</b>
<b>Tom Dethmers</b>	<b>Russell Olson</b>
<b>Brian Dick</b>	<b>James Ryan</b>
<b>Dallas Dingle</b>	<b>Judy Sandberg</b>
<b>Bernard Donahue</b>	<b>Bob Smith</b>
<b>Victoria Frank</b>	<b>Lloyd Schmotter</b>
<b>John Gasser</b>	<b>Warren Smalley</b>
<b>Steve Glischinski</b>	<b>Lori Snyder</b>
<b>Royal Graden</b>	<b>John Stein</b>
<b>Bill Graham</b>	<b>Clark Webster</b>
<b>Howard Groebner</b>	<b>John White</b>
<b>David Halverson</b>	<b>D. Wingard</b>
<b>Tom Mega</b>	



Chicago & Northwestern put its best foot forward last summer when this spotless company train made its semi-annual inspection trip behind restored EMD F units over the Minnesota-Iowa-Wisconsin mainlines. The special, with President Wolff and divisional managers, was photographed at Dayton's Bluff. Below, three of four remaining Soo Line F units at the company's Shoreham Yards. Both photos by Bob Ball.



### Coach Attendants

Ray Ander	Doug Hultgren
Keith Anderson	George Isaacs
Walter Baillon	Tony Jenkins
Connie Ball	Alvin Johnson
Tony Becker	Donald Johnson
Bernard Braun	Bob Kaphing Sr.
Jeff Braun	Bob Kaphing Jr.
Rich Bruckner	Richard Kasseth
Mike Buck	Dennis Larson
Leonard Callahan	John Larson
Pat Champion	Robert MacNie
Harold Carlson	C. Marks
Eugene Corbey	George Marks
John Cutler	Loren Martin
Tom Dethmers	Robert McNattin
Harold Dalland	Tom Mega
Blair Dollery	Ray Norton
Bernard Donahue	Tom Neuhaus
Phil Epstein	Russell Olson
John Gasser	Stuart Powers
David Gepner	Steve Sandberg
Steve Glischinski	Jeff Scholler
Royal Graden	Michael Smith
Bill Graham	Terrance Spangler
Chilton Hagan	John Stein
David Halverson	Earl Swanson
Phil Hanson	Greg Taylor
Roy Harvey	Ron Urbanski
Kathy Heiderich	Terry Warner
Gary Heininger	Clark Webster
Greg Heyser	Ken Wingard
Bill Houston	James Woodward
Mark Hull	

### Crossing Attendants

Jack Anderson	Bob Kaphing Sr.
Keith Anderson	Bob Kaphing Jr.
Don Barnett	Richard Kasseth
Bernard Braun	Larry Knott
Jeff Braun	Bernard Kramlinger
Jack Brisley	Doralee Kramlinger
Mike Buck	Gary Lovegren
Ed Campbell	George Marks
Eugene Corbey	Loren Martin
Steven Davis	Tom Mega
Tom Dethmers	Al Mellen
Dallas Dingle	James Muecke
Blair Dollery	Gregory Olson
Al Douglass	Russell Olson
Mark Douglass	Floyd Portz
Randy Dvorak	Stuart Powers
Joe Frishmann	Jeff Scholler
David Gepner	Warren Smalley
Bill Graham	Terrance Spangler
James Grunnet	John Stein
Phil Hanson	James Weist
Tim Hannson	Jim Woodward
Roy Harvey	

### Kitchen Help

Lester Anderson	Brian Dick
Virginia Anderson	Bud Hamilton
Rich Buckner	Mark Hull
John Cutler	Lori Snyder
Tom Dethmers	

### Platform Attendants

Ray Ander	Ben Imbertson
Keith Anderson	Tony Jenkins
Lester Anderson	Alvin Johnson
Don Barnett	Bob Kaphing Sr.
Bernard Braun	Bob Kaphing Jr.
Jeff Braun	Bernard Kramlinger
Mike Buck	Doralee Kramlinger
Bill Champion	Richard Kasseth
Pat Campion	Corbin Kidder
Harold Carlson	Loren Martin
Eugene Corbey	Robert McNattin
Tom Dethmers	Tom Mega
Brian Dick	James Muecke
Jim Dick	Ray Norton
Phil Epstein	Russell Olson
Bruce Furu	Ken Peterson
Steve Glischinski	Stuart Powers
Royal Graden	Frank Sandberg
Bill Graham	Judy Sandberg
Chilton Hagan	Jeff Scholler
Bud Hamilton	Michael Smith
Phil Hanson	Greg Taylor
Roy Harvey	Terry Warner
Duane Hassig	Clark Webster
Jeff Haviland	John White
Gary Heininger	Ken Wingard
Mark Hull	Martin Withuski
Greg Hyser	Jim Woodward

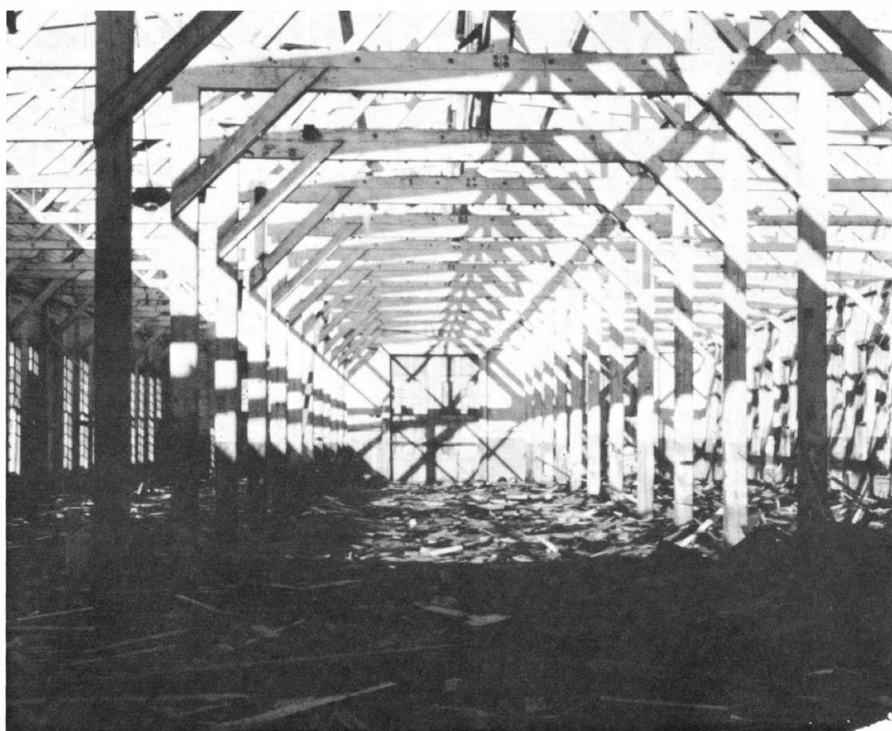


### Parlor Car Attendants

Bernard Braun	Bill Graham
Jeff Braun	Janet Haviland
Pat Champion	Stuart Powers
John Cutler	Steve Sandberg
Paul Fedor	Jeff Scholler
Royal Graden	Dorothy Wingard
Steve Glischinski	

### Extra Board

Ray Ander	Jeff Haviland
Don Barnett	Gary Heininger
Drew Bjorklund	Mark Hull
Bernard Braun	Tony Jenkins
Jeff Braun	Ted Kane
Mike Buck	Bob Kaphing Sr.
Pat Champion	Bob Kaphing Jr.
Harold Carlson	Stanley Kasal
William Cordes	Dennis Larson
Eugene Corbey	Edmond Lee
John Cutler	Tom Mega
Joan Dillery	Ray Norton
John Dillery	Tom Shingler
Paul Fedor	Bruce Smith
Bruce Furu	Michael Smith
John Gasser	Lori Snyder
Harold Groebner	Terry Warner
Nils Halker	Clark Webster
Steven Harrod	James Weist
Loren Hartwell	Ken Wingard



The roof was off of MTM's former Como Shops restoration facility in early October. Much wood was salvaged during the systematic two-month dismantling of the building. Photo by Bob Renz.



**Souvenir Sales Attendants**

Myrt Anderson	Alvin Johnson
Virginia Anderson	Jean Kaphing
Rich Bruckner	Bob Kaphing Sr.
Mike Buck	Bob Kaphing Jr.
Leonard Callahan	Kathy Koon
Harold Carlson	Nancy Kettering
Tom Dethmars	Dennis Larson
Jim Dick	Gary Lovegren
Lore Geiger	Barb Neuhaus
Mildred Groebner	Donald Slack
Loren Hartwell	Marion Slack
Duane Hassig	Bob Smith
Janet Haviland	Terry Warner
Mark Hull	John White
Jeanne Hultgren	Ken Wingard
Ben Imbertson	

**Display Attendants**

Mike Buck	Bob Kaphing Jr.
Jack Brisley	Dick Levering
Tom Dethmars	Greg Olson
Bud Hamilton	James Ryan
Loren Hartwell	Bob Smith
Roy Harvey	Lyle Vogt
Mark Hull	Terry Warner
Donald Johnson	Don Westley
Ted Kane	James Wright

**Brochure Sales**

Walter Baillon  
Drew Bjorklund  
Pat Campion  
Janna Dethmers  
Lynn Dethmers  
Brian Dick  
Jim Dick  
Paul Fedor  
Steve Glischinski  
James Grunnet  
Nils Halker  
James Harrison  
Roy Harvey  
Janet Haviland

**Servers**

Ray Ander  
Pat Campion  
Loren Hartwell  
Roy Harvey  
Gary Heininger  
Jill Heininger  
Joan Heininger

Jeff Haviland  
Doug Hultgren  
Ben Imbertson  
George Isaacs  
Corbin Kidder  
Dennis Larson  
Larry Lund  
Loren Martin  
Tom Mega  
James Ryan  
Jeff Scholler  
John Stein  
Greg Taylor  
Clark Webster

Doug Hultgren  
Jeanne Hultgren  
Tony Jenkins  
Bob MacNie  
Stu Powers  
Steve Sandberg  
Clark Webster

**Runners**

Keith Anderson	Chilton Hagan
Jeff Braun	Gary Heininger
Tom Dethmars	Loren Martin
Steve Glischinski	

**Freight Depot Attendants**

Mike Buck	Bob Kruse
Pat Campion	Brian Krysinski
Gene Corbey	Dick Levering
Bill Graham	Don Manning
Nils Halker	Loren Martin
Neil Howes	Ray Norton
Mark Hull	Rick Olson
George Isaacs	Russell Olson
Bob Kaphing Jr.	Don Westley
Corbin Kidder	Jim Woodward

A special thanks to Linda Thorson for the clerical help on the schedules and to Ann McNattin for all the preparation of the fine food for the crew on the days that we ran the train.

**Martin Withuski**  
Scheduler



Randy Dean opened the throttle on 328 as the steam train headed for its rendezvous with the Jesse James gang at

Northfield. Photo by Bob Renz.

## The Morse Telegraphers

Railroad operations would not be complete without the Morse telegrapher—at least that's what railroad telegraphers would tell you! No one will dispute, however, that the chatter of the telegraph sounder, manned by **Bob Branchaud**, president of the Twin Cities Morse Telegraph Club, **LeRoy Peterson**, C&NW Dispatcher, and **Bill Marshall** added to the atmosphere of the Northfield operations.

The equipment was plugged in shortly before "Extra 328 South" arrived from Northfield. During the Jesse James robbery, Marshall frantically tried to "raise Faribault" calling for help, but Faribault would not answer (probably because the telegraph equipment was not plugged into the Faribault or any other telegraph line). Fortunately help arrived in the person of armed guards aboard the 1102. Jesse was once again killed—only to rise again next year.

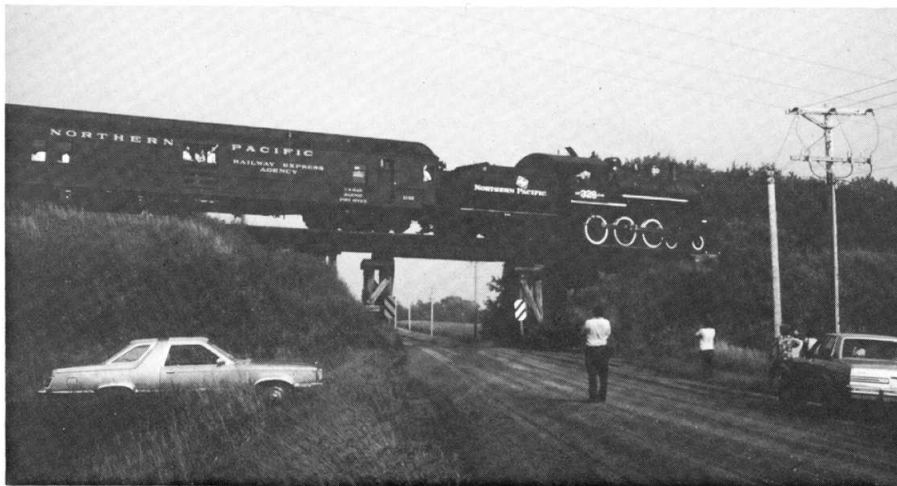
**Bill Cordes**, a friend of Marshall's, and Branchaud are working on the possibility of building a pair of "data couplers" which one can use with an ordinary telephone handset and transmission line. This could be used anywhere telephone service is available to provide two-way Morse communication. The telegraph line at some of our MTM events would be operated by our present and future Morse operators—including prospective members from the Morse Telegraphers Club. Marshall is preparing a tutorial tape recording for those interested in MTM Morse telegraphy.

But meanwhile, back at Northfield, with two-way telegraph operation, if a train robbery should again occur (any why wouldn't it?) we will have a much better chance to "raise" someone on the telegraph line to send for help!

**Bill Marshall**



LeRoy Peterson tapped out a train order on the telegraph at the Minnehaha Depot during a meeting of the Morse Telegraphers Club on Aug. 8. LeRoy dispatches C&NW trains using the Northfield line, but only on C&NW trackage. LeRoy was MTM's "first trick operator" at Northfield on Sept. 12. Photo by Bill Marshall.



N. P. engine 328 and Triple Combine car 1102 crossing a bridge between Farmington and Northfield. Photo by John Prestholdt.

## MTM Featured in 'Twin Cities' Magazine

MTM's dedication in the restoration and operation of vintage rail equipment is presented with excellence in a six-page story with several pictures in the November issue of *Twin Cities* magazine. The story, written by Trilby Busch Christensen, with excellent photos by Glenn Hagen, examines the painstaking restoration of Duluth streetcar 265 and N. P. steam engine 328 and what drives our members to perform these monumental tasks. Several members were quoted in the story including **Frank Sandberg**, **Frank Bifulk**, **Bob Renz**, **Russ Olson**, **Ray Bensen Sr.**, **Loren Martin**, **George Isaacs** and **Lorenz Schrenk**.

The story is must reading for all MTM members who want to know more about the inner workings of the museum and how the museum got to be the success it is today.



Bernie Braun held the "Minnesota Marquette" tail sign that was hung on the parlor car, "Hiram," that brought up the rear of the train to Northfield in this scene taken at the Midway Amtrak Depot. Bob McNattin prepares the tail signs for the various excursions. Photo by Bob Renz.

## Letters—Thanks for the Memories

Dear MTM,

I am happy to have had a small part in the Jesse James Days at Northfield.

It was a great pleasure to work with such a fine bunch of men and feel they are to be commended for their fine work. I can't recall ever working with a finer crew than you have.

With the devotion and pride shown by your crew they have no way to go but up. I would just love to get together with you all sometime and just be able to sit down and discuss the past and future of your fine group.

Please advise if I can subscribe to your magazine and I sure will be happy and proud to read and display it here in Austin. I just hope that sometime we can meet and work together again soon.

Thank you for the kindness given my wife the day she was with me. She will never forget the trip.

Thank you very kindly,  
**G. W. Erstad**  
 Engineer, Milwaukee Road  
 Austin, MN 55912

Dear Friends, I enjoyed the recent round trip from Northfield to Comus which your organization made possible and I am enclosing a contribution of \$10 in appreciation.

Since I am 84 years old, the coach on the Comus trip seemed rather "modern" compared to the cars which I remember from my boyhood.

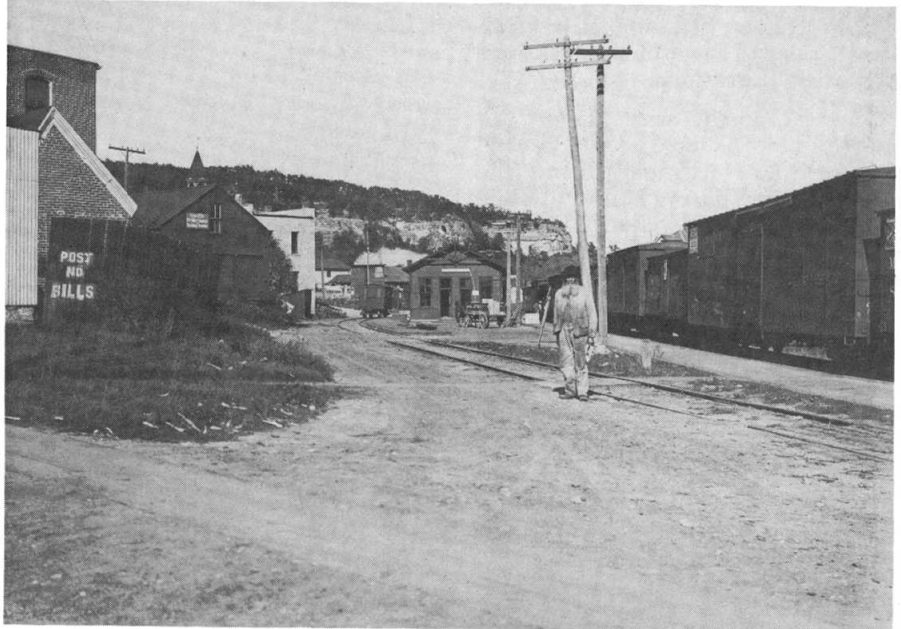
Those early coaches were lighted by kerosene lamps which hung in pairs from the ceiling and were made of ornately embossed, polished brass. The brakemen had the job of lighting the lamps and they had to be nimble in hand and foot as they climbed up on a carpet-covered board, that rested on the arms of two seats on opposite sides of the aisle, in order to reach the lamps.

I was born and reared in the village of Lanesboro which is located 50 miles west of LaCrosse, Wis. on the southern Minnesota branch of the Milwaukee Road which extended from LaCrosse to Wessington Springs, So. Dak.

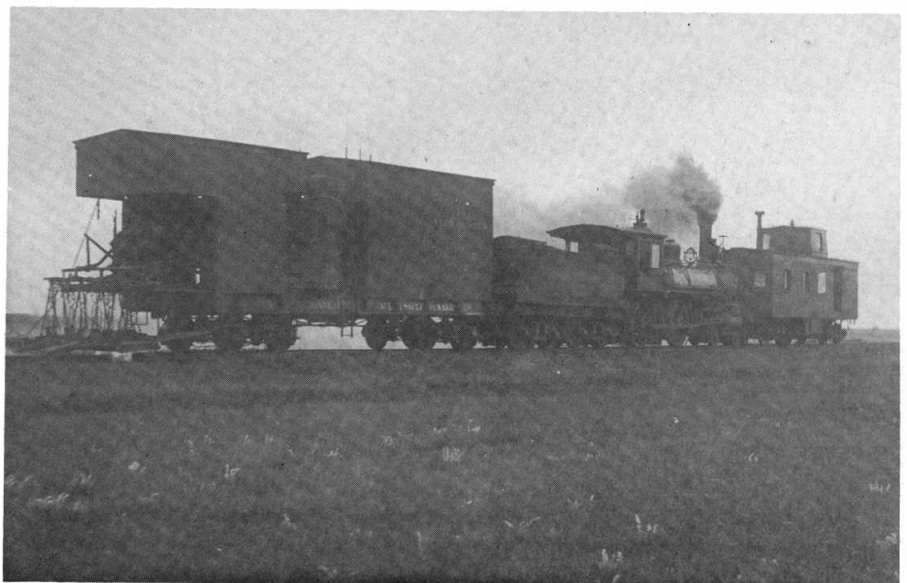
Although I do not know whether the museum is interested in photos, I am enclosing two which might be of interest. They were both taken by my father, Gilbert B. Ellestad, a watchman and jeweler who, incidentally,

was a watch inspector for the Milwaukee Road.

Cordially yours,  
**Gerhard A. Ellestad**  
 Northfield, MN 55057



This photo, taken between 1903 and 1910, shows a freight train stopped near the Lanesboro, Minn. depot. Note the short, narrow boxcar in the consist. It is a former narrow-gauge line car that was altered for standard gauge when the former was discontinued. The man in the foreground is Capt. George Dolphin, a Civil War veteran who operated a steam engine that pumped water from a mill pond to the railroad water tank. He also operated a dryer that prepared sand for the locomotives.



A Soo Line weed burner cleared the track near Portal, No. Dak. in this photo taken between 1905 and 1910. Photos by Gilbert B. Ellestad.



# 1982 Railroad Operations a Growing Success!

The Minnesota Transportation Museum expanded its railroad operations significantly in 1982 as it operated its train on seven weekends in 1982 as compared to three weekends in its inaugural year of 1981. That, of course, allowed the museum to carry a record 24,371 passengers in 1982, a substantial increase over the 16,725 who rode MTM's trains last year.

When added to the Como-Harriet Streetcar Line 1982 attendance of 48,242, MTM transported 72,613 rail passengers this year. Total passengers carried on MTM equipment, streetcar and train, since the beginning of museum operations in 1971 is a whopping 563,974 riders. In addition, about 3,000 viewed the MTM train in a static exhibit at St. Anthony Main in downtown Minneapolis in July. This figure is not included in ridership totals. The breakdown is as follows.

## 1982 Railroad Operations

Date	Location and Event	Attendance
May 23	St. Paul Amtrak Depot*, Nat. Trans. Week	2,424
July 2-5	New Brighton, Stockyard Days	5,651
July 16-18	Stillwater, Lumberjack Days	2,997
Aug. 14	Bayport, private picnic; public rides	2,334
Sept. 10-12	Northfield, Defeat of Jesse James Days	5,233
Oct. 2, 3	Lilydale	2,497
Oct. 16, 17	New Brighton II	3,235
Total		24,371

\*Train pulled by Dan Patch No. 100

## MTM Train Attendance

1981	16,725
1982	24,371
Grand Total	41,096

## Total Attendance

MTM Train, 1981-82	41,096
Streetcar, 1971-82	522,878
Grand Total	563,974

## MTM Train and Streetcar, 1982

MTM Train	24,371
Streetcar	48,242
Grand Total	72,613



Dave Rushenberg was at the throttle of 328 as the steam train headed for Northfield. Triple Combine car 1102, with

its mail catcher arm in readiness, led the string of coaches behind 328. Photo by Bob Renz.

## "On the fly" Mail Flies at Northfield

"That was FUN, FUN, FUN!" exclaimed Charles Wheeler, MTM friend and railfan. He was summarizing his feelings about MTM's Saturday at the 328 steam train, hanging the mail, catching mail on-the-fly, and hooping up "train orders" in the museum's celebration of the "Defeat of Jesse James Days" at Northfield, Minn. on September 11 and 12.

The 12 flawless catches are a tribute to many MTMers, a number of whom we may inadvertently overlook. To begin with, **Bob Dumas** built our "mail crane" from several Chicago & Northwestern photos and a few sketches by **Bill Marshall**. **Lloyd Jackson** and **Jim Weist** spread the word among postal employees that we were looking for catcher pouches which, of course, are obsolete and therefore surplus property. Thirteen were acquired for the weekend catches.

**Bill Graham** located catcher arms on Empire Builder Railway Post Office (RPO) car No. 45, and also carted the mail crane from Como Shops to Marshall's home work area for last minute adjustments and painting. **Dennis Johnson** arranged for Milwaukee Road permission to install the crane alongside the track. **Grant Arneson** carted the crane from Marshall's home to load onto N. P. Triple Combine Car No. 1102, the RPO car used for the catches. Grant also gave inconspicuous, but valuable help as the "Devil's Advocate" preparing Marshall for what might go wrong. Thanks to Grant, Marshall was prepared to use 3-way guy ropes. And thanks to Wayne Drake of Dundas who helped install the mail crane. Because the post hole was drilled on sloping rather than level ground, we had only 20 inches of post in the ground, necessitating guy wires (using #9 steel wire guys) to provide stability.

And then there were the efforts of half a dozen MTMers who unloaded the mail crane at Dundas. Members worked so quickly to minimize the delay to "Extra 328 South" (or, if you prefer, Nor & Comus Tr 328), that we could not even name the quick unloaders of that Friday evening. Thanks much to all.

Finally, thanks to Charles Wheeler, Dick Levering and Lyle Freeman of Dundas, and to the spectators who



Randy Dean, in window, and a Milwaukee Road pilot aboard 328 at the Amtrak Depot in Northfield. Photo by Bob Renz.



Mail catches "on the fly" were not limited to mail cranes and catcher arms. On the 20-mph backup run, RPO clerk Jim Weist skillfully caught a pouch tossed aboard by Bill Marshall. This primitive, but practical method was used until the 1870s when use of the mail crane became common. Photo by Charles Wheeler.

helped hang the mail and hoop up the "orders." **Jim Weist** was Clerk-in-Charge aboard the RPO both days. Arlene Williams, Postmaster at Dundas, supplied sacks to deliver our mail to the post offices. Jerry Adams of Dundas uprooted the mail crane and brought it back to the 1102.

Lyle Freeman, who used to hang the mail at Dundas "back in the old days," hung the first pouch in over 11 years while channel 11 (WTCN-TV) videotaped the historic hanging (MTM now has a copy of that tape). Along came ol' 328, loaded with passengers, excited about the return of steam and mail by rail, pounding up the hill, sending up a plume of smoke. Believe it or not, a pop valve opened showing that **Jim Ellman** and **Dave Rushenberg** at the scoop were giving engineer **Jim Bertrand** a full head of steam. And he used it well.

As the train grew closer to the waiting sack, the photographers stood waiting with cameras ready. Bertrand wailed his lonesome whistle for the County Road 1 crossing. The engine passed. The mail car passed. Weist "dispatched" (threw-off) a pouch of mail for the next run. Up went the catcher arm. The 328 thun-

dered onward. The engine passed the mail crane and three men aboard turned to watch. Scores of riders aboard the train leaned out to watch. We were all thinking, "Will it or won't it?"

Zap! In less than 1/10th of a second, the pouch was yanked free from the mail crane and secured in the catcher arm. The three #9 steel guy wires held the mail crane as sturdily as though they'd been doing it for 50 years. And the arm, pouch, mail crane, and Weist performed as flawlessly as though they'd been at it for the same period of time.

More FUN, FUN, FUN included hanging the mail, hooping up "orders" and, yes, even making hand catches (like catching a basketball) while backing up from Comus to Northfield.

Did you see Weist catch a sack tossed at him by Marshall? Did you see several members and spectators hoop up "orders?" Did you see Marshall miss (or maybe it was the fireman) an "order" only to see it nabbed by the catcher arm? Did you see the arms of three men reach for an "order" on the first backup move on

Saturday? If you didn't, come to Dundas next year and watch, photograph and participate!

There will be a contest for next year's cachet design, national advertising to reach the nationwide philatelic cachet buyers, more opportunities to catch, dispatch, watch, hoop-up, photograph and to have more FUN, FUN, FUN!

## Mail Catchers

### Saturday

**Jim Weist**  
**Lloyd Jackson**  
**Ed Rauen**  
**Bob Deck**  
**Ray Bensen Jr.\***  
**Bill Marshall\***  
**Ken Snyder\***  
**Loren Martin**

### Sunday

**Larry Peterson**  
**Herb Erickson**  
**Al Ellingstad**

\* First time catchers under the expert guidance of **Jim Weist** (Let's have more first-timers next year).

**Bill Marshall**

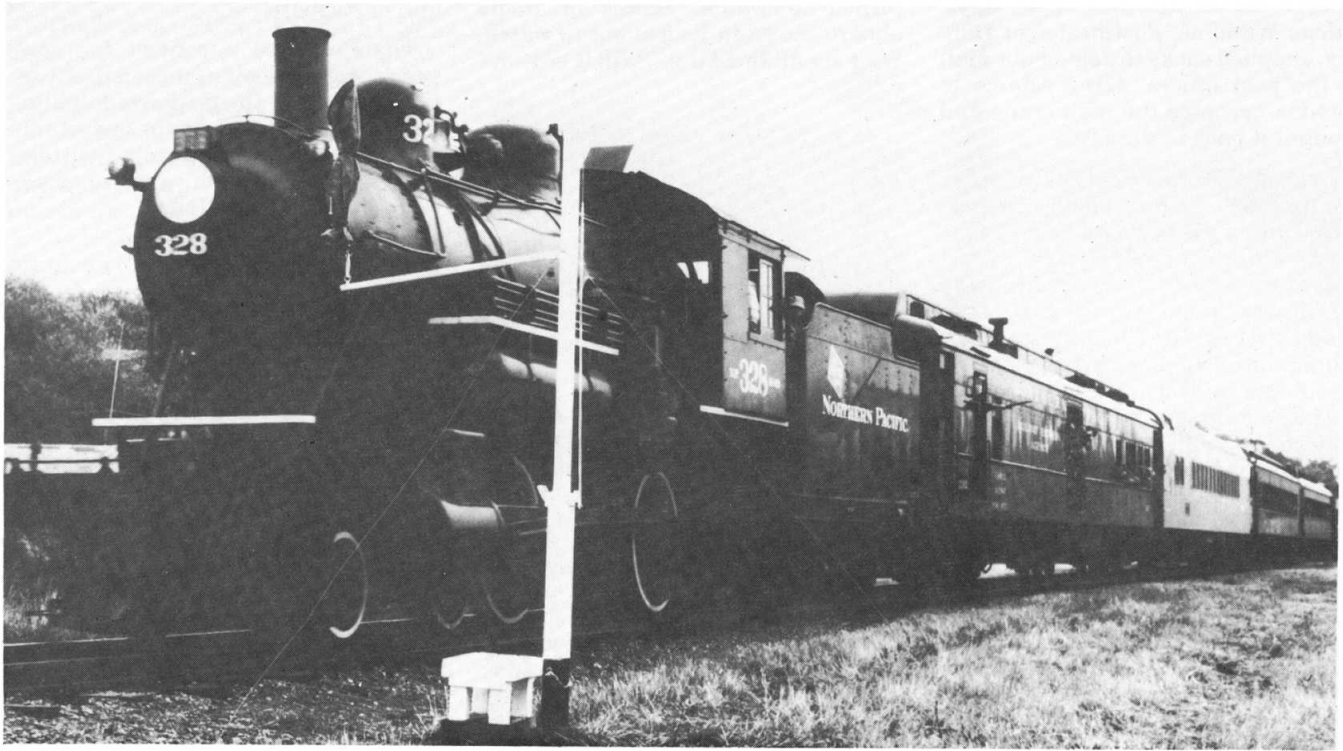


"Will it or won't it? was the question in the minds of scores of MTMers, train riders, spectators and photographers. One-ninth of a second later, it did and we were as excited

as the winning team. The last known previous mail catch was at St. Cloud on April 29, 1971 by the St. Paul & Miles City RPO run. Photo by Bill Marshall.

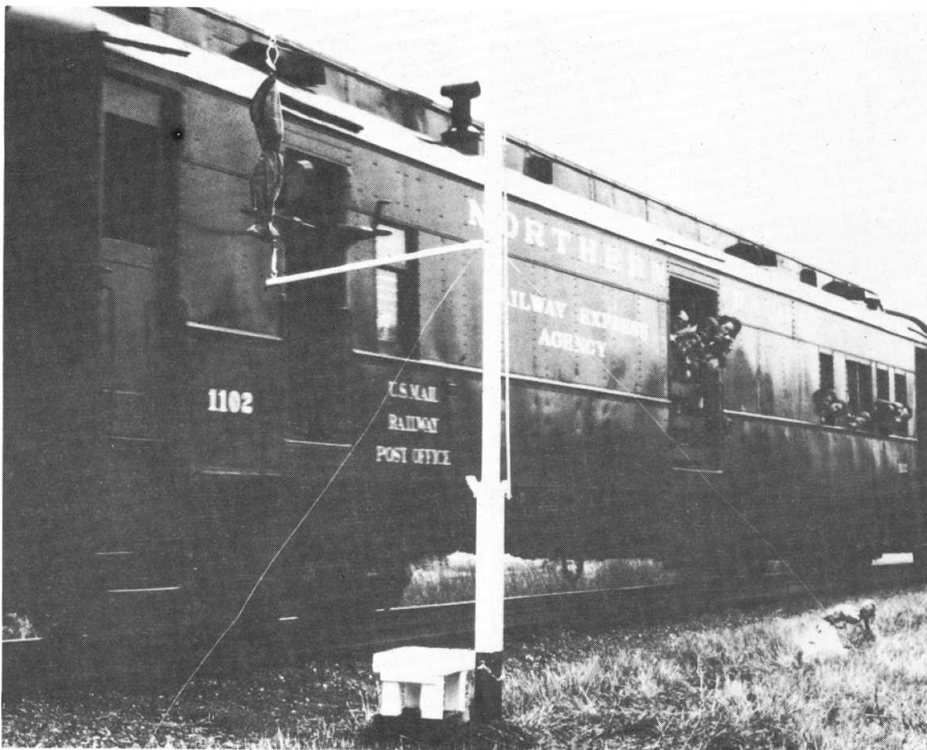


# First Catch of Mail "On the Fly" in Minnesota

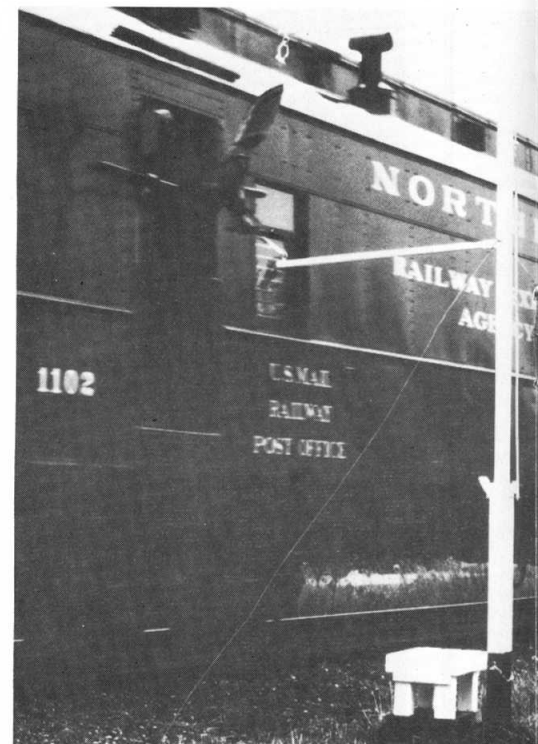


Catching mail "on the fly." This sequence, shot with a motorized camera that shoots four pictures per second, showed the exchange of "mail" that took place at Dundas, Minn. during Northfield's "Defeat of Jesse James Days" celebration on Sept. 11 and 12. The mail pouch was suspended from the mail crane, specially installed for the weekend and steadied by guy wires, and awaited the pickup by RPO car 1102.

As the engine clerk" tossed of 1102. Dir to snatch th



Photographers readied their cameras as 1102's catcher arm closed in on the pouch. The incoming mail pouch has now hit the ground.



The catch! The catcher arm snatched the mail pouch from the crane.

# ta in 11 Years...



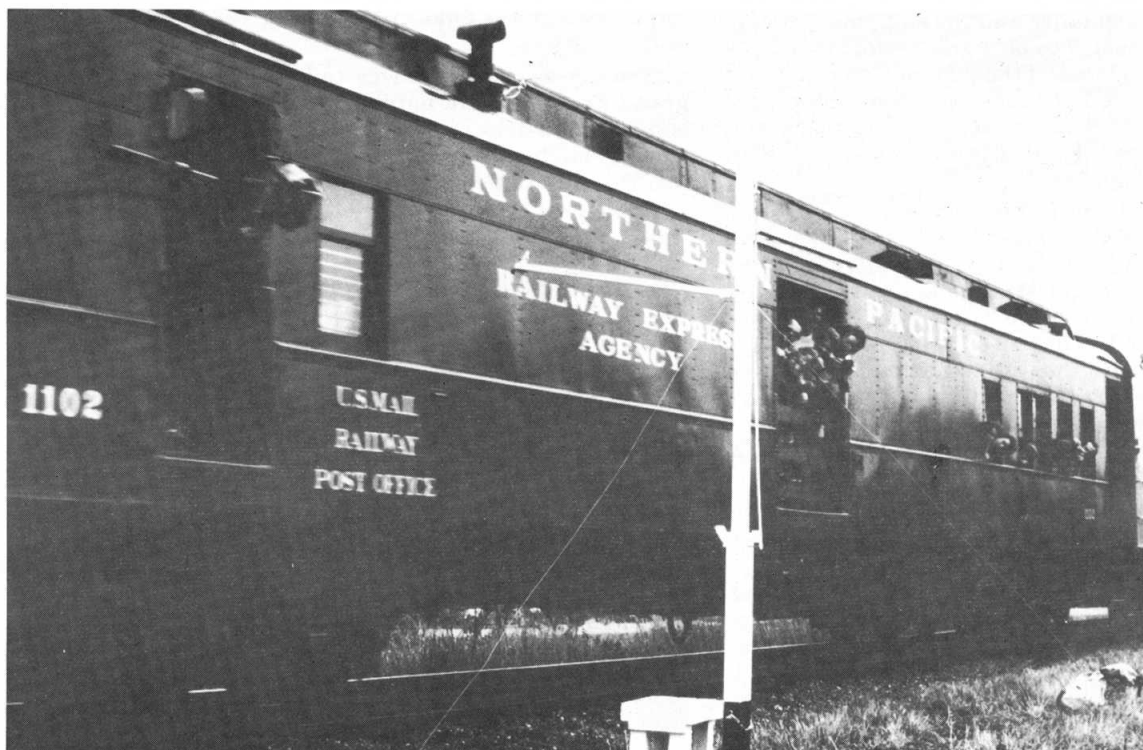
engine cab passed the suspended mail pouch, an "RPO tossed out the incoming mail pouch from the doorway 2. Directly alongside the door is the catcher arm poised to catch the mail pouch from the mail crane.



The 1102 sped ever closer to the mail pouch as the tossed pouch neared the ground.



mail pouch cleanly from the mail



The mail pouch, now limp over the catcher arm, was swung over against the 1102 where RPO clerk Jim Weist reached out and hauled it in. Photo sequence by Joe Stark.

# Observations of a Traveling Engineer

*(Ed. note: Among the many Milwaukee Road volunteer supervisory personnel on hand for the Northfield operation of 328 was traveling engineer Homer Johnson who spent all four days helping our crews operate the train. Johnson's help was invaluable. The following are his observations about the weekend and the performance of old 328.)*

My first opportunity to see engine NP 328 was...at Stillwater when I...examined the engine for mechanical condition. She appeared to be in good condition, and I was impressed with the appearance. This was part of the approval by the Milwaukee Road for operation of MTM equipment at Northfield.

The Northfield operation began at Amtrak Midway station September 10. The pilot for the run from the Amtrak station to Chestnut street was engineer John Raskob from the River District, and from Chestnut Street to Northfield our pilot was Glen Erstad from Austin.

This trip to Northfield was generally uneventful and gave everyone a chance to become acquainted with each other and the equipment. There seemed to be a great effort to handle logistics of the trip such as water and fuel. The first stop was at Rosemount where all concerned were ready and the supplies were taken on with dispatch.

During this portion of the trip the regular crew members, including engineer Randy Dean, adapted to the new and strange surroundings and handled the train with reasonable skill. The trip on this first day was to go all the way to Faribault, and then return to Northfield for the night's layover.

The arrival at Northfield was memorable with the re-enactment of a Jesse James train robbery. The train personnel all carried the occasion with skill.

The next two days were to be routine...several trips made to Comus and return and a schedule of one train per hour was established. It worked well and there seemed to be a lot of satisfied customers. The train ran until dark.

Sunday...instead of sunshine and smiles, it was rain and power prob-

lems. On the second trip of the day to Comus disaster struck. During a routine blow-down of the boiler, the blowoff cock stuck open and drained the water from the engine. This was the end of the 328 for the day, and we had a lot of passengers yet to haul.

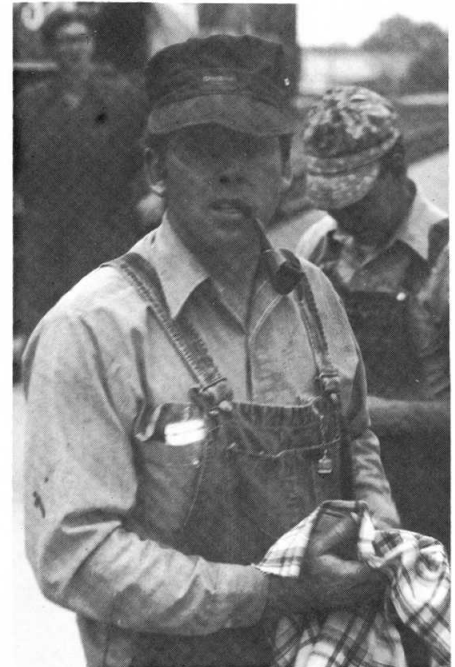
It was time to call Old Faithful, the Dan Patch, into service. The MTM crew prepared Dan Patch and three coaches for service and, in spite of the rain and signal trouble, MTM continued to serve riders on a shortened trip to Dundas and return. All seemed to be happy with the arrangement and the day was saved. The last trip of the day saw old Dan handle the three coaches all the way to Comus and return, proving she had a lot of guts, even as old as she is. Such an ending for the day.

It never rained harder than that Sunday afternoon, and the crew still persisted in giving the public the best service possible. People like John Winter, Frank Bifulk, Jim Bertrand, Ray Casey Bensen, Bob McNattin and Randy Dean all put forth a tremendous effort in spite of the strong challenge. This effort surely made an impression on the folks at Northfield and vicinity.

Monday dawned and was to be a grand finale with all hands to make a sedate ride back to the Twin Cities and return the equipment to Amtrak's station. Old 328 was fired, coaled and watered, oiled and

shined; and at about 1 p.m. got the hiball for the trip home.

The first event was a meet at Northfield with the Milwaukee Road's I&M patrol, and then on to Castle Rock to meet a C&NW local. MTM, et al, held the main for this move.



**Dave Rushenberg, Ron Beck, right, and Milwaukee Road official, Homer Johnson, left, at the Amtrak Depot in Northfield. Photo by Bob Renz.**



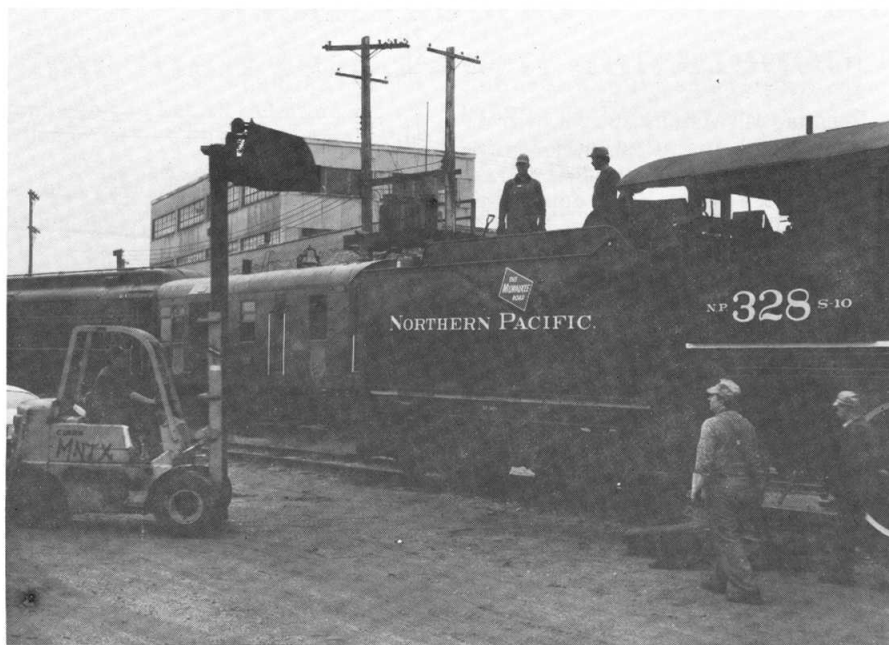
**Just a handful of the crew that made the Northfield operation a success. From left, Bernie Braun, Mark Hull, Larry Knott, Bill Cordes, Tom Neuhaus, Ray Ander, Bob Kaphing Jr., Bob Kaphing Sr., Loren Martin, James Muecke, Bob McNattin, Gordon Jonasson, Homer Johnson, Frank Bifulk, Larry Long and Bob Lake. Photo by Dennis Johnson.**



The next stop was Farmington to load and unload a few passengers and then on to Rosemount for boiler water. From Rosemount to Chestnut Street on the Milwaukee was routine except the left injector was acting up and wouldn't prime with any degree of frequency. This problem was handled by one of the firemen and before we stopped at Chestnut Street the injector was picking up water and we were ready for the final leg of the trip to Midway.

The final challenge was the 1.25-percent grade from Chestnut Street to Midway. Nobody knew if old 328 could handle the grade. Dan Patch was supposed to assist, but was temporarily indisposed, so the whole job was placed on the shoulders of 328. Eight hundred tons on a 1.25-percent grade. WOW!

Soon the train was switched out and we backed out on the No. 1 main track. The train was backed up to Robert Street diamond to get an additional run for the steep grade. The fireman had her hot, popping and full of water. Engineer John Winter was at the throttle. He eased her away from Robert Street, but that was the last "easing" he did for the next 20 minutes. From then on it was "maul the hell" out of MTM's NP 328, and maul her he did.



Members loaded coal into 328s tender at the Minnesota Transfer Railway's roundhouse in St. Paul prior to the train's departure to Northfield on Sept. 10. Photo by Bob Renz.

We passed Chestnut Street at about 30 mph and from then on it got tough. Old 328 was really working and John had to start letting her down toward the corner just a nick at

a time to keep her sharp and pulling. By the time we got to Fordson Jct., there were only five notches left on the quadrant and the throttle was out as far as it would go. Such a Show! The Old Gal was really performing!

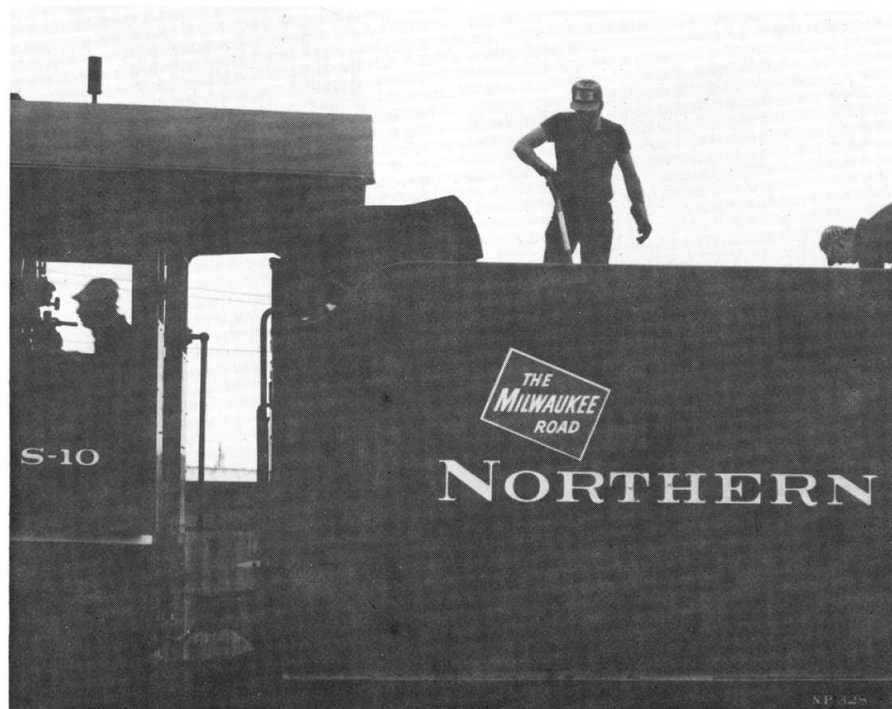
After Fordson the grade levels out for about a mile and then starts again. There was no letup; John just kept it right on hammering through the curves and on to Midway; old 328 just cracked 'em off.

No. 328 handled about 800 tons up a 1.25-percent grade and did a fantastic job. She had a full head of steam and plenty of water for the Grand Finale. It was a tremendous showing and a great end to a very successful outing for the MTM.

As an observer, I was very impressed with the operation and the way MTM worked to overcome the many obstacles that came forth in such an undertaking. I had not seen an engine worked so hard since the Freedom Train (ex SP 4449) of several years ago. For me, it was an exciting and memorable trip that brought back memories of a day gone by when I was firing and running engines of this type.

I wish you continued success in your MTM ventures of the future.

H.L. Johnson  
Traveling Engineer



Tom Dimond "dressed up" the coal in 328s tender as Ron Beck fired up the Class S-10 steam locomotive. Note the Milwaukee Road emblem added to the N. P. tender for the weekend excursions at Northfield, operated on Milwaukee Road trackage. Photo by Bob Renz.

## MTM Receives Magnificent Cooperation from Local Railroads

Because MTM does not yet own its own railroad operating site, we are completely dependent upon the local railroads when we have opportunities to operate our train. In this regard MTM has benefitted from the understanding and kind cooperation of a number of local railroad officials and their colleagues.

MTM could not have turned a wheel this year had it not been for the hospitality and cooperation of **Jean Lehn**, vice president and general manager of the **Minnesota Transfer Railway Company**, and his colleagues, **E. V. Devine**, and chief mechanic **Gene Anderson**, and the rest of the staff at the Transfer.

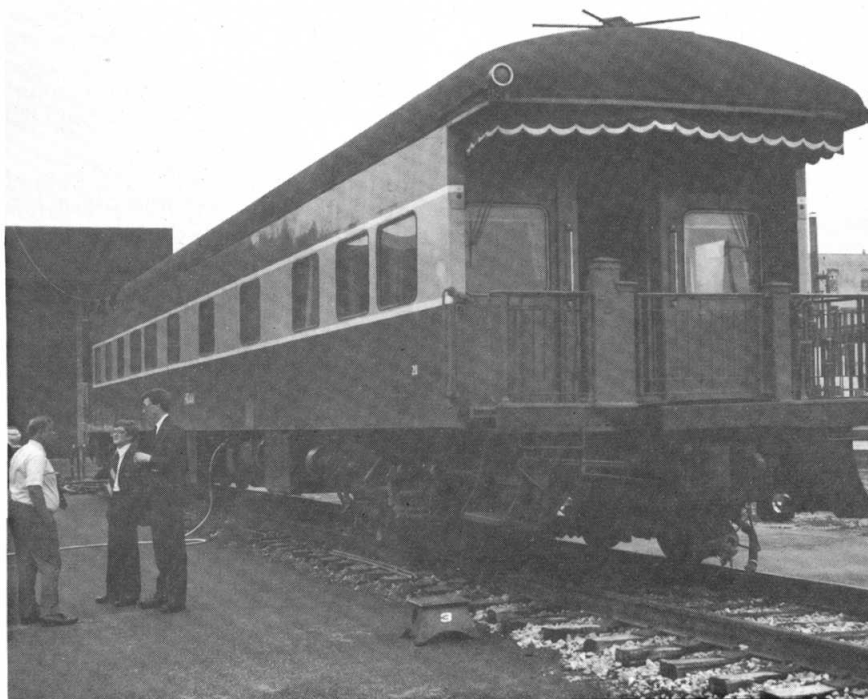
The entire contents of Como Shops are stashed in boxcars stored in the Transfer's yard, and we have the use of two stalls in the Transfer's roundhouse at University and Cleveland in St. Paul. The Transfer has proven to be an excellent place from which to stage our various operations, and the people of the Transfer have been most cordial to all of us.



**Duane L. Johnson**, district manager, and **Joseph L. Pollard III**, district sales manager of Amtrak, have both been most cooperative with MTM's railroad operations, providing the Amtrak Depot as a staging point for the train to Northfield and for various meetings. We look forward to working with Amtrak again; there's nothing like a depot for staging railroad events.



**Ronald C. Leggett**, terminal superintendent for the **Burlington Northern**, has handled our every request for special moves with courtesy and dispatch. When one considers the magnitude of his responsibilities in the busy Twin Cities terminal area, his willingness to take time to handle our antique equipment is truly remarkable. All the BN people we have had to deal with have shown the same courtesy and consideration for our special requests. We are truly grateful.



The "Hiram" parlor car, at the Midway Amtrak Depot in St. Paul, just prior to departure for Northfield. Photo by Bob Renz.

Our contacts with the **Chicago & Northwestern Transportation Company** have extended all the way to company headquarters in Chicago. **Ed Burkhardt**, senior vice president, transportation, has been most supportive of our activities. Locally we dealt first with assistant division manager **Bob Brownell**, and when he moved to company headquarters in Chicago, we dealt with his replacement, **Don Nelson**. **R. I. "Rif" Fredrickson**, Twin Cities Terminal superintendent, provided continuity locally and was always ready to help. We operated on the Northwestern at Bayport, on the move to and from Bayport from the Twin Cities, and at Lilydale on the C&NW's Filmore Street Branch. We look forward to more operations on the C&NW next year and to continuing our friendly relationship with the people of the C&NW.



And then there's **The Milwaukee Road**. What can we say; the highlight of the season was operating on the Milwaukee Road to Northfield, or was it the chance to get to know some of the Milwaukee's people? Either way we made friends on the Milwaukee we will always remember. And who will ever forget the trip up the Milwaukee's Shortline grade from Chestnut Street to the Amtrak Depot?

We made it with the cooperation and the good wishes of **Larry Long**, assistant vice president, corporate relations; **Gordon Jonasson**, director, operations planning; **Jim McMullin**, assistant division manager; **Bud McKenna**, labor relations; **Bob Lake**, lieutenant, security; **Homer Johnson**, travelling engineer; **Glen Erstadt**, pilot engineer; and **Don Malek**, retired agent, Northfield. We had a great time with these guys, our friends, and we look forward to working with them again!



Jesse James' outlaws shot open the strongbox after heisting it from MTM's steam train, the "Minnesota Marquette," at Northfield. Photo by Tom Neuhaus.

There is always the risk when one lists names that someone will be left out. In our case it would have been impossible to list all the professional railroaders who have assisted us this year. We could not have operated without the united good wishes of people we have come to view as col-

leagues, who have assisted us as part of their regular duties as professional railroaders, and whom we have come to know as friends.

**Bob McNattin**  
Vice President, Railroad



N. P. steam train 328 coming into Mendota enroute to Northfield. Photo by John Prestholdt.



Dan Patch diesel-electric locomotive No. 100, sandwiched in between "Western Star" baggage car 480, left, and the "Hiram" parlor car, arriving at Mendota enroute to Northfield. The engine was brought along as a backup to N. P. 328—just in case. Photo by John Prestholdt.



## Record 24,371 Rode MTM Train in 1982

The 1982 railroad operating season built on the successes of 1981 and continued to expand into new areas and new operating challenges. Operating a restored steam train on mainline railroads requires a continual refinement of operating techniques and administrative coordination, and MTM is maturing in its abilities to handle both.

Nowhere else in the country is a group of dedicated amateurs operating its own trains on mainline railroads with such complete cooperation of the railroad community. It has been possible because the railroads and MTM have pulled together as a team.

We carried 24,371 revenue passengers during the course of our 1982 operations at the St. Paul Amtrak Depot, New Brighton, Stillwater, Bayport, Northfield and Lily-



Steam engine 328 drew a crowd at Rosemount, Minn. as it stopped for water. Photo by Bob Renz.



Waiting to proceed after watering at Rosemount. Photo by Bob Renz.

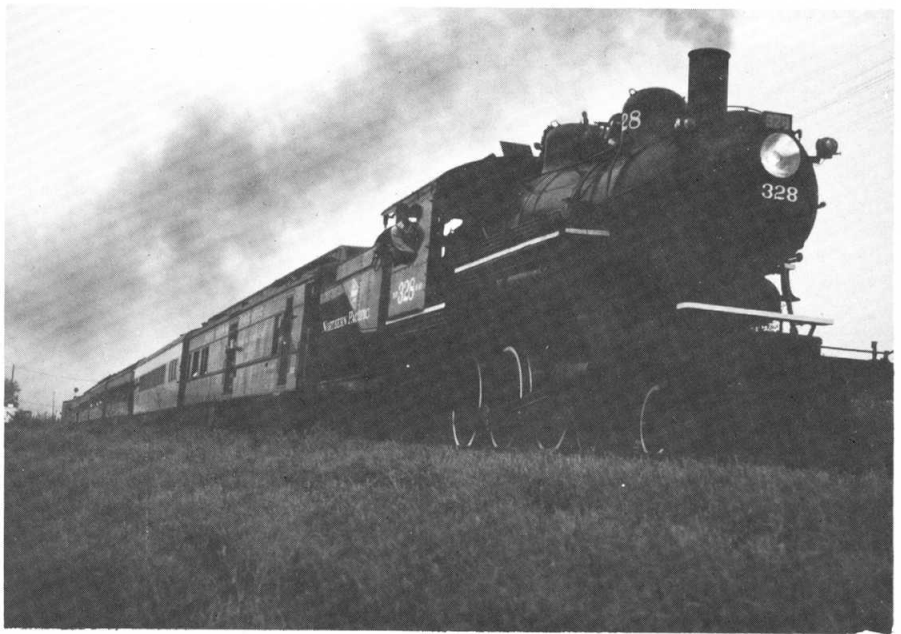
dale. About 200 MTM members participated in these operations and engine 328 travelled over 1,000 miles in the season.

We have accomplished much and yet, much remains to be done. In 1983 we hope to acquire additional passenger coaches to augment our operating fleet, complete final repairs to locomotive 328, and train additional personnel in all aspects of operations.

Our most significant achievement was to blend a disparate membership into a cohesive operating team. We plan to build on this strong foundation in 1983.

To everyone who worked on 1982 railroad operations I want to extend my grateful appreciation for a job well done and I look forward to an even better season in 1983!

**Bob McNattin**  
Vice President, Railroad



Black smoke poured forth as the 328 steam train left Rosemount bound for Northfield. Photo by John Prestholdt.



Dave Rushenberg was at 328s controls as the steam train headed for Northfield. Cars N. P. 1102, G. N., 1096 and DM&IR 33 were in tow. Photo by Bob Renz.

## Insurance Facts

Recently a complete review was made of MTM's insurance program. After analyzing the different and complex activities in which we are involved, we have tailored our coverages to protect the museum from any catastrophies we could not handle ourselves. These coverages are quite complex and involved. However, if anyone would like the details, please let me know. Suffice it to say that these coverages now meet or exceed the liability demands made on us by those with whom we do business.

We did, however, recommend that the museum not purchase several kinds of insurance since in most cases the price would be extremely burdensome and the chance of actual loss remote. These coverages include such things as loss of revenue due to rain, failure of equipment, cancellation of an event, etc.

It is also our recommendation that we purchase insurance to protect the museum and its assets but not to protect the individual members. Most individuals have medical coverage provided by their employers and some liability protection under their homeowners policy.

If a member would like additional protection for such things as disability or worker's compensation (off the job), accident and health protection, director's and officer's liability, errors and omissions coverage or any of the other many insurance coverages available today, they should purchase these on their own and not burden the museum with this expense. As an example of what this entails; if we were to purchase just worker's compensation insurance for our members, the annual cost would be over \$50,000!

So you can see that a nonprofit organization cannot afford to protect members from all the different risks that exist.

If you have any questions regarding insurance, please call **Bob Ball** at 542-3227 (work) or 521-4013 (home).



Gordon Jonasson, Milwaukee Road director of operations planning, Larry Long, Milwaukee Road director of community relations, Bob Lake, Milwaukee Road security, Frank Sandberg, MTM president, Dennis Johnson, MTM VP of public relations, John Baldwin, operator of the "Hiram" parlor car and Steve Sandberg at the rear of the "Hiram" at Northfield.



Jim Bertrand was firing 328 during this revenue passenger run from Northfield to Dundas. Photo by Bob Renz.





The "Lilydale Limited" at the Lilydale brickyard. Photo by Bob Renz.



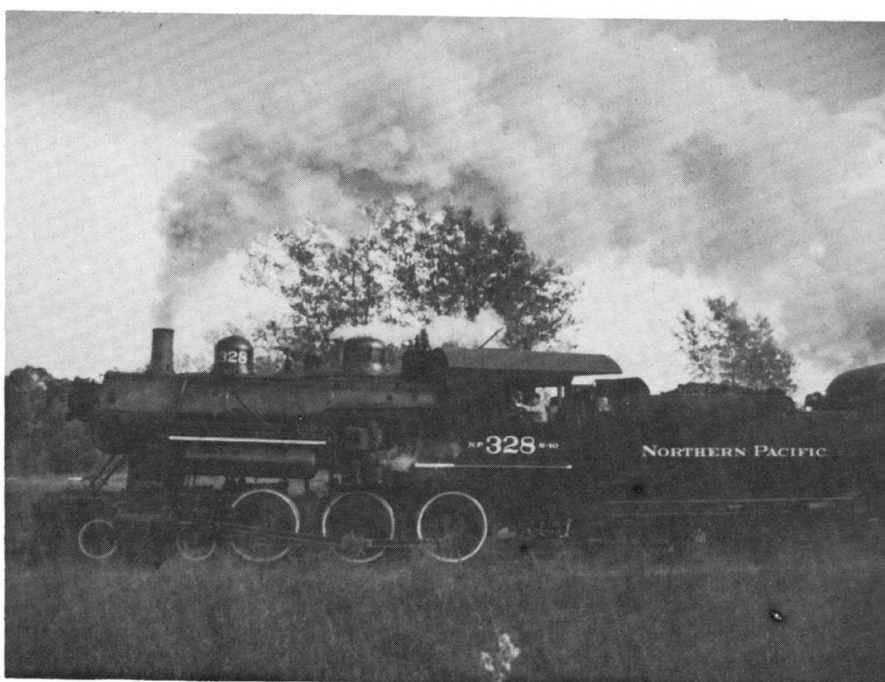
Steve Sandberg leaned out of 328s cab for fresh air during operations at Lilydale. Photo by Bob Renz.



**BURLINGTON  
NORTHERN**



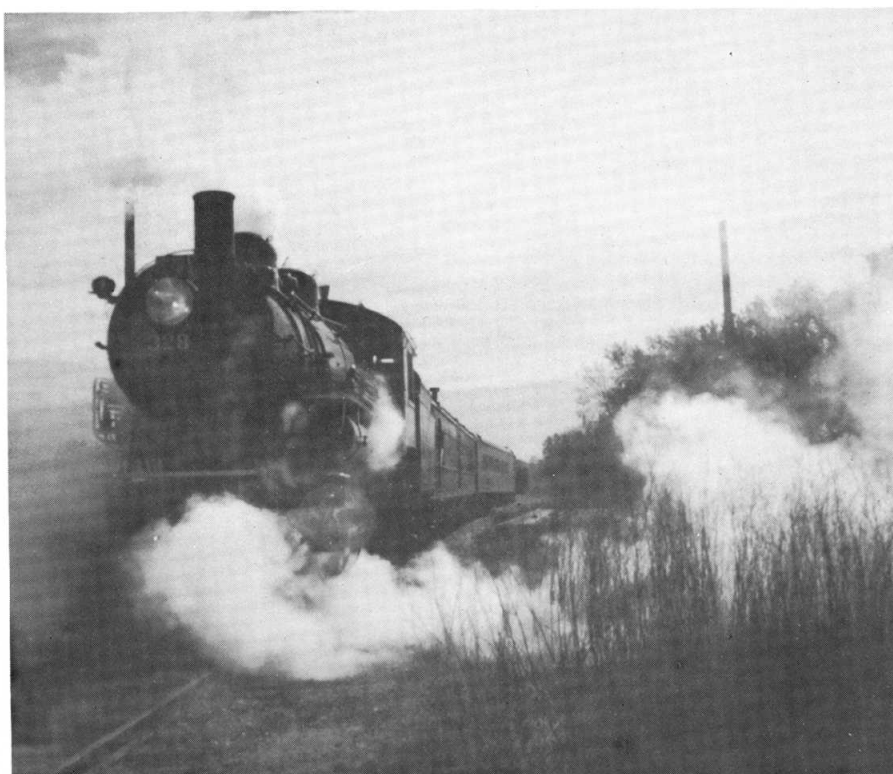
Charles Wheeler, with the form and skill of a professional, hooped up an "order" to Jim Ellman. Photo by Bill Marshall.



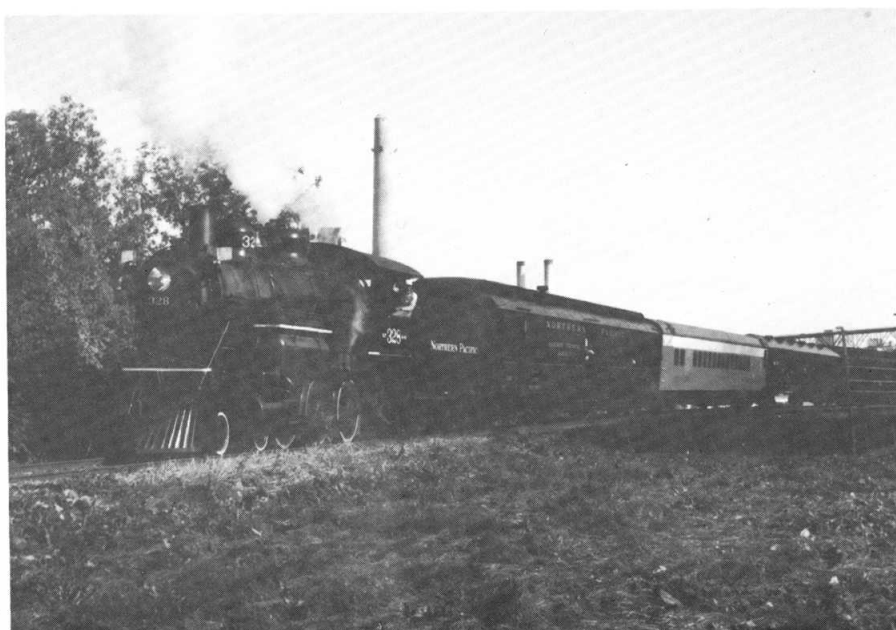
N. P. 328 steaming through the New Brighton countryside during its second visit on the weekend of Oct. 16 and 17. Photo by Dennis Johnson.



Conductor Ken Snyder took a short break between trips at Lilydale. Photo by Bob Renz.



N. P. 328 steamed everything in sight at New Brighton on Oct. 16. Photo by Dennis Johnson.



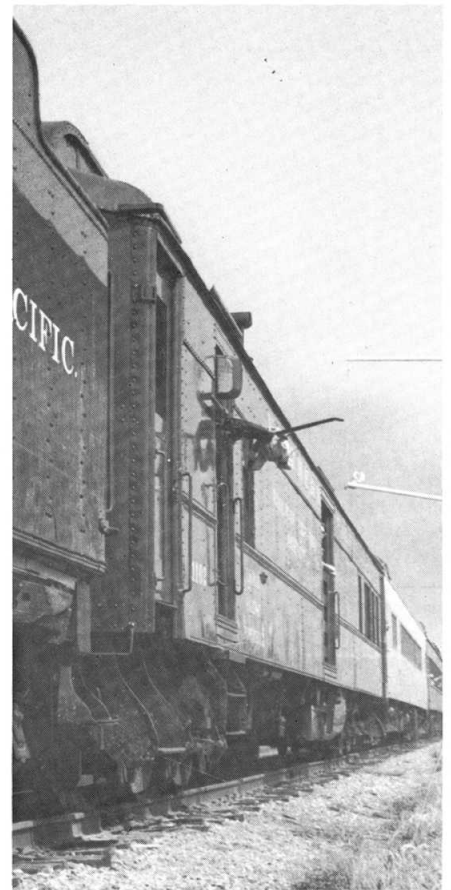
"The Lilydale Limited", 328 followed by N.P. Triple Combine car 1102, G.N. coach 1096, Rock Island coach 2605, and CM&NR coach 6148, crossing the wooden trestle at Lilydale on October 3. Photo by Bill Graham.



Bob McNattin nabbed a message hooped up by Bill Marshall. Photo by Charles Wheeler.



Huge crowds eagerly awaited the arrival of the "Minnesota Marquette" 328 steam train at Northfield. Photo by Bob Renz.



Mail caught "on the fly" at Northfield. This photo was taken about 1/6th of a second after the third catch on Saturday, Sept. 11. Ed Rauen hauled in the catch. Photo by Bob Deck.



*Mail by  
Rail  
Caught  
on the fly!  
Northfield, MN.*



The Hall Brothers Jazz Band of the Emporium of Jazz, Mendota, provided lively music aboard DM&IR coach 33 during the operations at Northfield. Band members include, from left, Tom Lieberman, guitar, Bill Evans, Trombone, Charlie DeVore, cornet, and Dave Fasen, string bass. In the foreground is Chuck Knapp, publicity director for KSTP-FM radio. Photo by Dennis Johnson.



## 48,242 Ride Como-Harriet Streetcar Line in 1982

Museum streetcar operations at Lake Harriet concluded for 1982 with the regularly-scheduled car operations on Sunday, October 31. Streetcars 1300 and 265 carried 48,242 passengers during the 1982 summer season.

This figure represents the fourth consecutive year of near or over 50,000 passenger counts. Of that total, more than 3,300 passengers were carried in charter operations. Although streetcar 265 didn't begin regularly-scheduled service until late in the season, it transported more than 14,900 passengers. That leaves car 1300 with in excess of 33,200 passengers carried.

That we continued a proud tradition was due to the tireless volunteer efforts of 83 car operators, plus an additional 40 or so individuals who participate in maintenance/restoration activities at the site. Equally important are our riders, for it is they, who sustain us in not only continuing a museum operation, but also in perpetuation of a growing heritage in rail transit in the Twin City area.

Visitors to our site represent states throughout our union, and from many countries in Europe, Asia and Central America. Many have made special positive comments of appreciation, enjoyment and level of member/operating practices. Of greatest value were those inferences to our friendly, positive, welcoming attitude toward our job of not only performing in a safe manner, but of making the passenger feel at ease and truly wanted. This is no better expressed than in the tremendous number of repeat passengers, young and old.

To all who participated in what ever ways you could, a "thank you" tip of the operator's hat for a job really well done.

**Mike Buck**  
Vice President, Traction



MTM members and their families basked in the sun, ate charcoal-broiled hamburgers and bratwurst, excellently prepared by Kathy and Scott Heiderich (in polka-dot hat, lower right-hand corner), and took streetcar rides at the museum's 6th annual picnic on Sept. 26. Photo by Mike Buck.

## 6th Annual MTM Picnic Draws Large Crowd

MTM's 6th annual Streetcar Company-style picnic was held at the Linden Hills car barn site on Sunday, September 26. More than 200 people attended the event, brought out by sunny, mild weather as well as the opportunity afforded to meet people or renew old friendships. Food donation literally overwhelmed the appetites of those who came and did much to compliment the bratwurst and hamburgers served up by our master chefs—Kathy and Scott Heiderich.

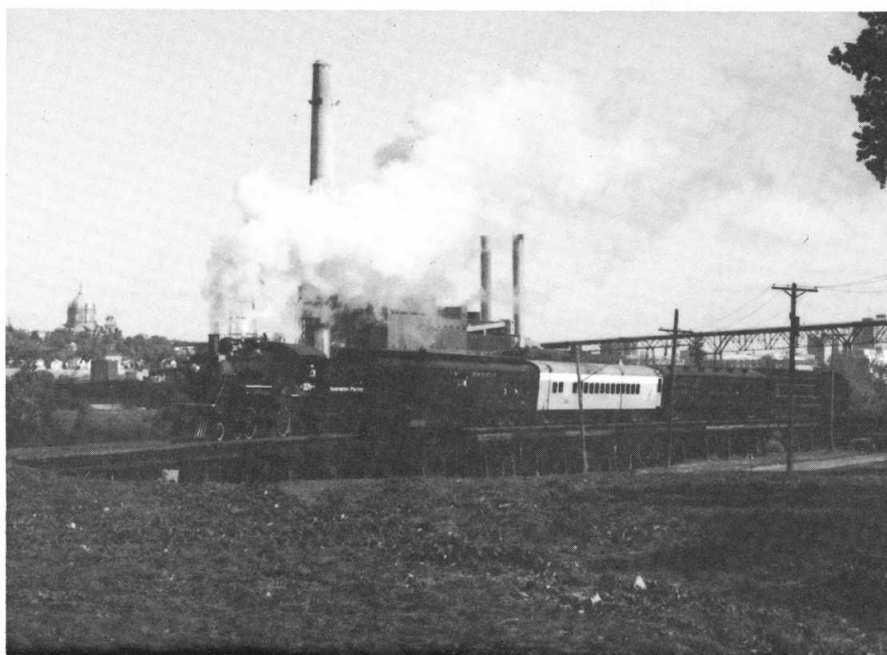
Herb Pinske provided the throng with musical interludes on his variety of accordians.

Numerous extra runs were made aboard streetcar No. 265. For many the trip accorded a first opportunity to ride the museum's recently restored streetcar. Car 1300 handled the regularly scheduled service for the day.

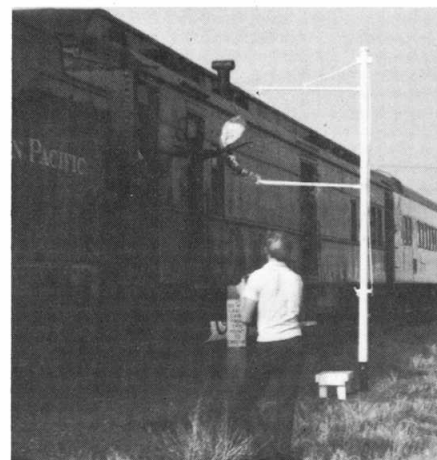
A special thanks is extended to those members who contributed to make the picnic a success: **Kathy and Scott Heiderich, Bill Graham, George Isaacs, Grant Arneson, Ken Snyder, Gust Jessen and Walt Strobel**; to the reservation people: **Margaret and Ray Bensen Sr., Mr. and Mrs. Ted Kane, Mrs. Lorraine Nilsen and Bob McNattin**; and to the site preparation and clean up crews.

But most, a thanks to all who came and shared. Your faith in MTM, your support in our cause is demonstrated in many ways, not least of which is our annual fall "pot luck" social—the Streetcar Company picnic. To those who came and to those who wished they could—see you next fall!

**Mike Buck**  
Vice President, Traction



The 328 steam train headed across the wooden trestle at Lilydale on October 3. Downtown St. Paul is in the background. Photo by Bill Graham.

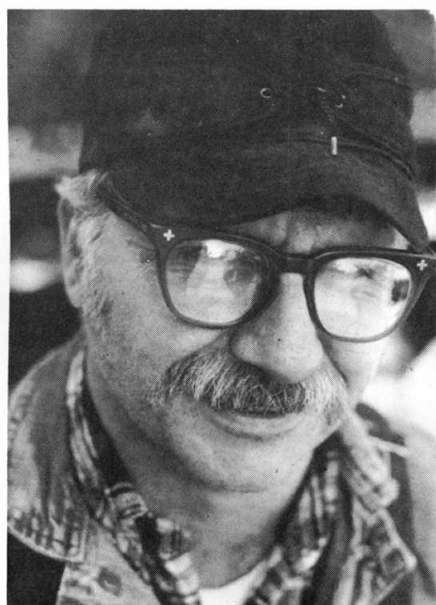


Action is stopped cold showing the progress of yanking the pouch clear of the mail crane. After this catch was made the top spring tension was tightened so that both ends of the pouch would snap free from the mail crane simultaneously. Photo by Charles Wheeler.



## Back Cover

This magnificent back cover photo of the MTM 328 steam train was taken on Sept. 10 by a Minneapolis Star and Tribune photographer and appeared on the front page of the Sept. 11 *Minneapolis Tribune*. The train was leaving St. Paul enroute to the weekend operation at Northfield.



328 Engineer, Jim Bertrand, rested between trips at Lilydale. Photo by Bob Renz.

## Gift Memberships!

Gift memberships to MTM! What a wonderful idea! Have you been trying to get your friend or relative to become one of our members? How about presenting this person with a gift membership to MTM during the holiday season? This gift membership may turn out to be a permanent membership. Then the museum, the equipment and the community all benefit. Think about it and then act! As they say, Christmas is coming . . .

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
  - ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
  - ☐ MTM ASSOCIATE membership (\$10 per year).
- All members receive the bi-monthly **Minne gazette** magazine at their homes.
- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State & Zip \_\_\_\_\_

Mail to: **Minnesota Transportation Museum, Inc.**  
P.O. Box 1300, Hopkins, MN 55343









# MINNESOTA STREETCAR MUSEUM

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August 2021

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